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Hongkong, China, and Manila. [2-19]

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Only communications relating to the news columns should be addressed to "The Editor."

Correspondents are requested to forward their name and address with their name and address to the Editor, so that publication, but without evidence of good faith.

Letters for publication should be written on one side only.

Orders for extra copies of the Daily Press should be sent before 11 a.m. on the day of publication, after which the supply is limited.

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The Daily Press.

HONGKONG, JULY 12TH, 1890.

Although there is at the moment very little indication of any great movement in China in the direction of railway construction, the idea of forming a system has not been abandoned. It is true that appearances would warrant the assumption that the introduction of the railway is likely to be deferred for years, owing to the ambitious project of the Viceroy CHANG CHIN-TUO having practically shelved the question for a time. But the Viceroy of Chihli still cherishes the plan of continuing the Tientsin-Kai-ping Railway to other points, and he now has the populace in his favour, a petition having been presented by elders and leading residents in and around Tientsin praying that the line may be continued to Tunghow. Moreover, Li Hung-chang and Chang Chin-tuo are both actively engaged in getting their respective provinces prospected and the iron mines known to exist in both Chihli and Hunan opened up in order to supply native material for rails. It is also a significant sign of the times that a portable railway has been landed at Tschow to be used in the works for securing the embankment of the Yellow River. The Governor of Shantung has evidently discovered the saving in time effected in moving material by this means compared with coolie labour. It is likewise stated, on good authority, that the Government have sanctioned the construction of the line from Liao-tai to Shan-hai-kwan. From whence it will in course of time be continued to Newchwang and Moukden, thus providing for the defence of the Manchurian frontier, and opening up a fine country for settlement by the surplus population from more crowded and less fertile provinces. Neither the Tung-chow nor the Shan-hai-kwan branches will be commenced this year probably, but they may be regarded as railways projected and will certainly build as soon as they can be conveniently financed.

The great trunk railway from Tunghow to Hankow, and thence to Canton, though formally sanctioned by the Emperor, has

been regarded as somewhat visionary owing to the vast proportions of the scheme, and has hardly been taken seriously at Peking, owing to its magnitude. Indeed it was generally believed that His Excellency CHANG CHIN-TUO only proposed it in the hope and belief that it would be deemed impracticable owing to its cost. Whether that is so or not the pugnacious Viceroy has been put on his mettle, and obstacles will only serve to make him stand closer to his guns. He means to try and construct this work unaided by foreigners and with Chinese money and material. To this end he will appeal to the people whom ready to commence the undertaking, and meantime he is seeking to make the mines in Hunan yield the material for rails. Whether he will succeed in this attempt is very doubtful. The Board of Works when reporting on the question of constructing railways in China very frankly denounced the native iron, from mines in the Northern provinces, as inferior to foreign if not absolutely unfit for the purpose of making rails, and counselled that the rails should be imported. But the patriotic CHANG is not content to accept the recommendation; he is determined, if possible, to employ native iron in making the permanent way, and would delay the construction of the line until the material could be procured in Chinese territory. Of course this is very unpractical, but a Chinese literate is generally anything rather than practical, and time has no value in the Central Kingdom. As the superintendence of the construction of the southern and central portions of this trunk line have been entrusted to him, and he was transferred to Wuching nominally for that purpose, the progress of this portion of the work is not likely to be very rapid.

There is reason to believe that the last link in this great line of railway from Peking to Kowloon will be taken in hand first. Not because it is most wanted; for as a matter of fact it is least required, there being "splendid" water communication from Canton to Hongkong; but because it is to be built by a Chinese Company, most of whom are capitalists in Hongkong. The Viceroy LI HAN-CHAO seems to have given the scheme his hearty support, and no opposition appears to have been developed to it either at the City of Pairs or in the capital. The surveying party which left Kowloon on the 6th inst. was headed by a number of officials deputed by the Viceroy and accompanied by a detachment of Chinese soldiers. The expedition has been formed for the purpose of selecting the most practicable and appropriate route to test the feelings of the inhabitants, and ascertain what if any opposition is likely to be encountered. There may be difficulties in the shape of graves, &c., as there were on the Taku-Tientsin route, but these were readily settled by the authorities up north, and no doubt could be easily surmounted in Kwangtung, as it would be a mere question of compensation for removal. The Acting REGISTRAR-GENERAL stated that such notices bore the words "by order of the Board" and that His Excellency was advised that unless the power of the Board was given to alter the Ordinance in the law, it would not be practicable to alter it. The Chinese Surveyor, who had inspected the San-pao Canal, said that such notices were to be issued by the Board to the San-pao Canal, and that the Secretary of State would draft the desired alteration, the Attorney-General would be happy to pass an amending ordinance.

A minute by Mr. Francis deprecated any change in the law.

The ACTING REGISTRAR-GENERAL asked if the Secretary could tell the Board what the practice was of.

The SECRETARY said he would look the matter over, and, needless to say, would do so on the completion of the section from Hankow to Canton. This would bring a tremendous influx of trade and population to Canton, and, needless to say, to Kowloon. In the course of a few years after the opening of the railway the Kowloon shore would rival the Victorian side in business activity, and the greater portion of the peninsula would be covered with a thriving city, including in its bounds the now separate villages and districts of Tai Kok-tau, Yow-mei, Tsui-tee-tau, and Hung-ham. A great future awaits Kowloon whenever the iron way reaches it, and the colony in general will, of course, share in the benefits that accrue to its development.

There will be afternoon services at the Peak Church to-morrow at 5 o'clock.

Prince Bhansingar of Siam and suite returned from their visit to Macao yesterday morning.

On our fourth page to-day we publish the opening chapter of a new serial story entitled "A Hidden Fee," by Mr. G. A. Hunt, the author of "A Hidden Fee."

The Agents (Messrs. Adamson, Bell & Co.) informed us that the "Shive" Line steamer Breconshire, from London, left Singapore for this port yesterday morning.

The Agents (Messrs. Butterfield & Swire) inform us that a French steamer, the "Le Grand Orient," had arrived here from Nagasaki with a cargo of coal.

The Secretary would report to the Guardroom.

DEFECTIVE DRAINS.

A letter from the Colonial Secretary, enclosing one from the Japanese Consul stating that cholera had broken out in Nagasaki, and that all steamers going from that to other ports in Japan would be subject to medical inspection, was laid on the table.

Mr. EDE asked if any ship had arrived here from Nagasaki with a cargo of coal.

The Secretary informed us that the "Le Grand Orient" had arrived here from Nagasaki with a cargo of coal.

The Agent (Messrs. Butterfield & Swire) informed us that the "Le Grand Orient" had arrived here from Nagasaki with a cargo of coal.

The Secretary would report to the Guardroom.

DEFECTIVE DRAINS.

A letter from the occupier of No. 145, Wanchoi Road, complaining of the insufficiency of the drains in that tenement, was read. The letter stated that one of the writer's children had died from diarrhoea, and as the result of his family had suffered from sore throats and diarrhoea, caused by the condition of the drains. He referred the Board to Dr. Caulfeil, from whom he had a personal interview.

The Secretary said the owner of the property had submitted a plan for the dredging of the property that day, and as soon as the plan was approved, the work of re-construction would begin.

The following telegraph was received yesterday morning from Singapore by the Eastern Extension Telegraph Company. —All cables to Australia interrupted this morning at 3:37 P.M. (Hongkong time) and remained cut for many years past, crossed over the South China Sea from East to West. The break in cables was found to be within 60 miles of the Java and the repairing steamer is proceeding from Singapore with all despatch.

Weather permitting, the following golf match will be played this afternoon at 4 p.m.:

Dr. LOWSON'S TEAM. Mr. STEWART'S TEAM.

Capt. Irvin's. Major Arthington.

Mr. Justice Clarke. D. Henderson.

Dr. Price, B. N. Lieut. Amos, E. N.

E. C. Todd, N. E. C. H. Grant.

H. Kirk. F. Dundas.

The Secretary will be glad to receive the names of any other members who may wish to play.

The Salson correspondent of the Courier-Democrat has a plait picture of the conditions in the interior of the colony, which color has been reduced by the demands of the government. The former, however, is a statement of the same thing, and behind, he examined, and of course defective, the owners will be called upon to repair them.

Mr. EDE moved that the houses mentioned in the report, in the usual manner under the provisions of the Health Ordinance.

His Worship sentenced the defendant and the modus.

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HONGKONG REGISTER.

	Previous day	On date	On date
	4 p.m.	10 a.m.	4 p.m.
Basometer	30.07	29.71	29.02
Temperature	70	68	65
Humidity	86	87	70
Direction of wind	S	S	S
Wind force	0	0	0
Weather	Cloudy	Cloudy	Cloudy
Rain	0.02	0.02	0.02
Highest mean air temperature on the 10th	75		
Lowest mean air temperature on the 10th	70		
1-Humidex reduced to 83 degrees Fahr at 4 p.m.			
2-Humidex in percentage of saturation, the humidity of air increased with relative humidity being 100.			
3-Humidex in percentage of saturation.			
4-Force of the Wind according to Beaufort Scale.			
5-Force of the Wind according to Beaufort Scale.			
6-Clouds, 0, scattered; 1, few; 2, broken; 3, scattered; 4, overcast; 5, passing shower; 6, rain; 7, rain & snow; 8, thunder.			
9-Visibility			

Hongkong Observatory, 11th July, 1890.
W. DOBERCK.

M A R I N E H O T E L
HONGKONG.

The Undersigned begs to notify the Public of Hongkong that the City Forts, that will OPEN THE MARINE HOTEL, or about 1st May.

THIS FIRST-CLASS HOTEL is situated on the Praha West, opposite the Old P. & O. Wharf, and is newly built after the designs of the Largest European Hotels. The Bedrooms, Bath-rooms, &c., are comfortable, Washed and well furnished, and suitable for Single or Married Persons. The Dining Room is large and looks out the Harbour.

The TABLE D'HOTEL will be supplied with the best on the market on provide.

The BAR and BILLIARD ROOMS are on the Ground Floor, and will be fitted up in superior style.

White Linen and American Tables.

The Undersigned therefore begs the patronage of the Public, hoping to give every satisfaction.

JAS. EDWARDS,
Proprietor.

Hongkong, 21st March, 1890.

THE PEAK HOTEL & TRADING COMPANY, LIMITED.

NOTICE OF REOPENING.

A PORTION of the New Building of the above Company, known as the Peak Hotel and situated at Victoria Gap, adjoining the Tramway Station, having "Completed" and finished, business will be commenced on Saturday, the 14th inst.

Residents and Visitors wishing to stay at the Peak will find every comfort and accommodation together with refreshing cool breezes and magnificent view.

Special attention has been given to the Dining Rooms and Bar, to make this a pleasant resort for residents during the hot summer months.

TELEGRAPH HOLE is Supplied with every article of luxury. The cuisine being under Special Management is to be had in or near Hongkong.

WINES AND SPIRITS, &c., only the best brands and quality are kept.

W. THOMAS,
Manager.

Hongkong, 13th June, 1890.

NOTICE.

HONGKONG AND WHAMPoa DOCK COMPANY, LIMITED.

SHIPMASTERS AND ENGINEERS are respectfully informed that on their arrival in this Harbour, none of the Company's Vessels should be had, orders for repairs if sent to the HEAD OFFICE, No. 14, Praya Central, will receive prompt attention.

In the event of a complaint being found necessary, a committee will be appointed which is requested to make immediate steps will be taken to rectify the cause of dissatisfaction.

D. GILLIES,
Secretary.

Hongkong, 26th August, 1890.

TENNIS COURTS.

ONE LARGE ROOM on the Ground Floor of No. 13, Praya Central, Suitable for an Office.

G. C. ANDERSON,
13, Praya Central.

Hongkong, 29th March, 1890.

TO LET.

A HOUSE in WEST TERRACE. Immediately Entry.

Apply to G. C. ANDERSON,

Hongkong, 31st March, 1890.

TO LET.

FOUR ROOMS at EAST POINT. Garden attached.

Apply to M. MORE & SELIMUND.

Hongkong, 10th July, 1890.

TO BE LET.

Just below Peak Flagstaff.

BAHAR LODGE - FURNISHED.

Apply to J. HUGHES & EZRA.

Hongkong, 13th April, 1890.

TO LET.

THE SOFTISH ORIENTAL STEAMSHIP COMPANY, LIMITED.

THE Company's Steamship.

TO LET.

TWO HOUSES at the VICTORIA PEAK, now the Flagstaff Immediate Possession.

Apply to E. JONES HUGHES.

Hongkong, 11th June, 1890.

THE PEAK BUILDING CO., LIMITED

Hongkong, 5th July, 1890.

TO LET.

THREE FIVE-ROOMED HOUSES Nos. 7, 8, & 9, STEWART TERRACE, near Peak Church. Gas laid on.

Apply to J. A. DE CARVALHO.

Hongkong, 11th July, 1890.

TO BE LET.

THE GROUND FLOOR of one of our OFFICES in BANK BUILDINGS opposite the Hongkong Hotel. A large Stone Treasury attached. The central position of these Premises makes them very desirable for OFFICES.

Apply to ADAMSON, BELL & Co.

Hongkong, 5th July, 1890.

TO LET.

"THE FALLS," R. B. L. No. 28, a built SIX-ROOMED HOUSE, at present Let on a long lease.

For full Particulars apply to

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 13th November, 1890.

TO LET.

N. O. 3, MORRISON HILL. Entry, 1st June.

Apply to G. G. ANDRESON,

Hongkong, 23rd April, 1890.

TO LET.

With Immediate Possession.

G ROUND FLOOR No. 2, Blue Buildings.

2ND FLOOR No. 2, Blue Buildings.

1ST FLOOR No. 3, Blue Buildings.

Apply to

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 1st July, 1890.

TO LET.

THE AUSTIN Arms HOTEL AND BUILDING COMPANY, LIMITED.

TO LET or SOLD.

On favorable terms with immediate possession.

5 HOUSES at "Mountain View" Peak District, near Pinkforton Gap.

If sold part of the Purchase money can remain on Mortgage.

Apply to JOHN A. JUPE,

18, Queen's Road Central.

36, Queen's Road Central.

Hongkong, 4th July, 1890.

TO LET.

NO. 7, 9, & 13, SEYNN TERRACE.

OFFICES & CHAMBERS in Connaught House, Queen's Road Central.

No. 4, OLD BAILEY STREET.

Apply to DAVID SASSOON SONS & Co.

Hongkong, 23rd November, 1890.

TO LET.

NO. 4, QUEEN'S ROAD CENTRAL.

lately occupied by the Chartered Bank of India, Australia, and China.

Apply to TANG YUEN CHEUNG,

No. 70, Bridge Street.

Hongkong, 4th July, 1890.

TO LET.

TO LET & FOR SALE.

TO BE LET.

THE HOUSES at WILD DELI BUILDING, Wanchai Head.

THREE DETACHED HOUSES (Two with Tennis Courts) on the Upper Richmond Road, nearing completion.

The HOUSE in LOWER EICHENHORN ROAD, lately occupied by D. H. Humphreys. Good walled shaded Tennis Court.

Apply to HENRY HUMPHREYS,

Sovereign, Richmond Terrace, Estate & Building Co., Ltd.

Hongkong, 4th July, 1890.

TO LET.

Possession 1st April, 1890.

WESTBOURNE PARK, NORTH.

Apply to LINSTEAD & DAVIS.

Hongkong, 11th February, 1890.

TO LET.

OVER WOODLANDS EAST.

Apply to LINSTEAD & DAVIS.

Hongkong, 31st May, 1890.

TO LET.

ACHELL CO., 17, Queen's Road Central.

Hongkong, 19th June, 1890.

TO LET.

L. P. MADAR, Victoria Hotel.

Hongkong, 15th June, 1890.

TO LET.

CHARCELLACHE, 8, BONHAM ROAD.

Hongkong, 5th October, 1890.

TO LET.

ACHILL CO., 17, Queen's Road Central.

Hongkong, 11th July, 1890.

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